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KOETHEN Airfield

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1. Aircraft Count

On 18 Sept 52 the following aircraft were observed on this airfield.

29 MIG 15  
4 LA 5

2. Aircraft Markings etc.

The MIG 15 aircraft were dispersed in front of the hangars and were silver grey with red at the nose. These aircraft were noted to have a red wire grill of roughly 5 cms mesh over the jet intake. Under the wings approximately midway between the fuselage and the wing tips, bulges were noted on the under side of the wings. The fitting appeared to be embedded in the wing and did not protrude over the leading or trailing edges of the wing.

3. Air Activity

On 18 Sep 52 considerable flying activity was observed. Aircraft taxied to the starting point and took off and landed at irregular intervals. After the take off aircraft usually flew a number of times over the airfield. The actual take offs and landings observed were as follows:-

12.35 hrs	MIG 15	took off
12.50 "	MIG 15	" "
13.00 "	MIG 15	" "
13.05 "	MIG 15	landed
13.20 "	MIG 15	"
13.45 "	MIG 15	took off
14.00 "	MIG 15	" "
14.10 "	LA 5	landed
14.20 "	MIG 15	"
14.30 "	LA 5	took off
14.40 "	MIG 15	" "
14.45 "	LA 5	landed
14.55 "	MIG 15	"

4. W/T and Radar

A W/T installation consisting of a W/T vehicle and a mast about 7 metres high is situated on the East end of the runway.

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Large stone buildings which would accommodate approximately 1,000 men, lie on the North side of the airfield.

- ## 9. Strength of Personnel

Troops including guards	20/25	years	old
N.C.O's	23/27	"	"
Officers	25/38	"	"

S.A.F. other ranks wore pale blue SBs with black piping and a number were the flying badge. (Fliegerabzeichen).

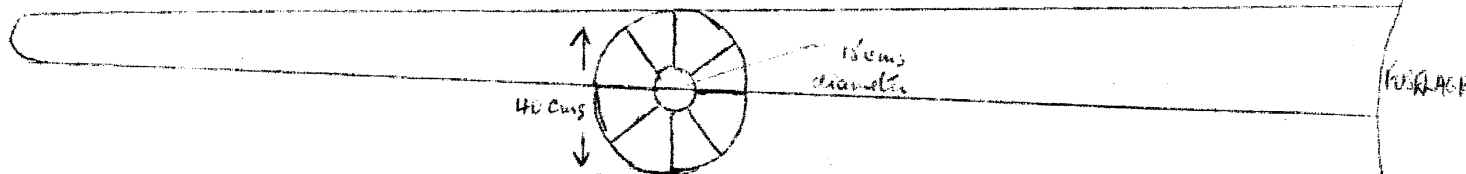
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The wooden fence along the side of the airfield on the KOETHEN -  
BAASDORF road has now been completed.

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APPENDIX 'A'

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LEADING EDGE OF MIG 15 WING

FUSELAGE

UNDERSIDE OF MIG 15 WING

NOT TO SCALE

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BRIESEN Airfield

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1. Aircraft Count(a) 22 Sep 5228 Sep 5217 IL 28s  
2 UIL 28s  
1 PO 25 IL 28s  
2 UIL 28s  
1 PO 2**SECRET** CONTROL-U.S. OFFICIALS ONLY

(b) On 22 Sep 52 one IL 28 crashed just south of the Airfield.

(c) On 23 Sep 52, 16 IL 28s took off from the Airfield and did not return. No ground personnel or M.T. left the Airfield. The only aircraft remaining were 2 UIL 28s and 1 PO 2.

(d) On 28 Sep 52, 5 IL 28 aircraft returned and rejoined the 2 UIL 28s and the 1 PO 2. All these aircraft are parked at the dispersal points on the Southern taxi track.

2. Aircraft

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The IL 28 aircraft were silver grey in colour and had the conventional Soviet red star on tail and fuselage.

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3. Air Activity

Aircraft continue to fly by day on Wednesday and Friday, and by night on Monday and Thursday.

4. Formations of nine aircraft have been observed. These aircraft line up one behind the other on the runway and open up one after the other when the front aircraft is at a height of about 20 m or roughly two-thirds down the runway.

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5. On one occasion a formation of nine IL 28 aircraft flew off in a North-Easterly direction for between five and ten minutes; at the end of this period a loud explosion was heard from the direction in which the aircraft had flown away. After a similar period the aircraft returned to the Airfield.

6. W/T and Radar

Two W/T vehicles operate when flying is in progress. No radar installations were observed.

7. Ground to Air Firing

Since mid-September some twelve machine guns have been firing at drogues towed by IL 28 aircraft, or in some cases PO 2 aircraft. The towing aircraft fly over the Airfield at a height of 200/300 m. This practice is carried out when there is no normal flying activity. See Appendix "C".

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8. Aircraft Firing Range**SECRET CONTROL-U.S. OFFICIALS ONLY**

The 500 m [ ] range has now been completed, but as yet has not been used.

9. Flak

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Nine heavy A.A. guns estimated to be 7/8 cms calibre, are situated about the South-East of the Airfield. The guns are set out in the following type of formation:-

0        0        0        0  
0        0        0        0        0

These guns are sunk in pits about 80 cms deep with 50 cms earth walls round each shored up with timber. The guns do not have muzzle brakes.

10. Twelve light A.A. guns of approximately 3 cms calibre are situated between the taxi track and the runway on the South-West corner of the Airfield. These guns do not have muzzle brakes, but have protective shields. They are sunk 30/40 cms with surrounding walls of 50/60 cms. (See Appendix "C" for all A.A. positions.)

11. Flak personnel wear black SBs with a silver badge consisting of crossed gun barrels.

12. IL 28 Aircraft Equipment

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The radio aerial situated under the fuselage on the starboard side and level with the nose wheel is one m [ ] long and 2/3 cms thick.

13. The three rod aerials situated under the fuselage at the point where the front of the tail fin joins the fuselage are estimated to be 15 cms long. The front two are 30 cms apart and the third aerial 50 cms behind the second. They are estimated to be 2/3 cms thick.

14. The wheels of the undercarriage are 7 m [ ] apart.

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15. Guns have been seen in the rear turret when these aircraft are used for drogue towing.

16. When the aircraft are being refuelled, a pipe is inserted on the top of the fuselage 50 cms from the tail fin. To carry out refuelling a motor on a trolley approximately 80 cms high, 60 cms wide and 1 m [ ] long, is connected to the tanker.

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17. Petrol Installations

There are 48 [ ] tanks ready to be installed at the South-West corner of the Airfield. Excavators are awaited to carry out the necessary digging operations.

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18. Airfield Construction

The first blast wall has been completed and filled with earth. This wall was tested by digging a bomb into the ground 8/10 m [ ] from the outside of the wall. The size of the bomb or explosion is not known but apart from marks on the wall from splinters, no damage was done. General TSCHUIKOV visited the Airfield to watch this demonstration. All dispersal points are scheduled to have blast walls. The dimensions of the completed blast wall at Appendix "A" and the sectional construction at Appendix "B".

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19. The new roads previously reported as being constructed on the North-West and North-East corner of the Northern taxi-track are, in fact, leading to further dispersal points. The two main tracks are 600 yards long and 12 m [ ] wide. The Western track has a further extension to the East of 300 yards. Sixteen further dispersal points are added by this construction. The total number of dispersal points, excluding the 16 mentioned above, is given as 48 (See Appendix "C").

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20. Bau-Union Projects

In the course of the next month [ ] approximately 600 Bau Union workers now working at this Airfield will be drafted to an industrial project at FUERSTENBERG/ODER. This will leave some 300 workers to complete the construction program [ ] on the Airfield during the winter. The head of the BRIESEN Bau Construction project is said to be a Russian by the name of RIMOSHENKO.

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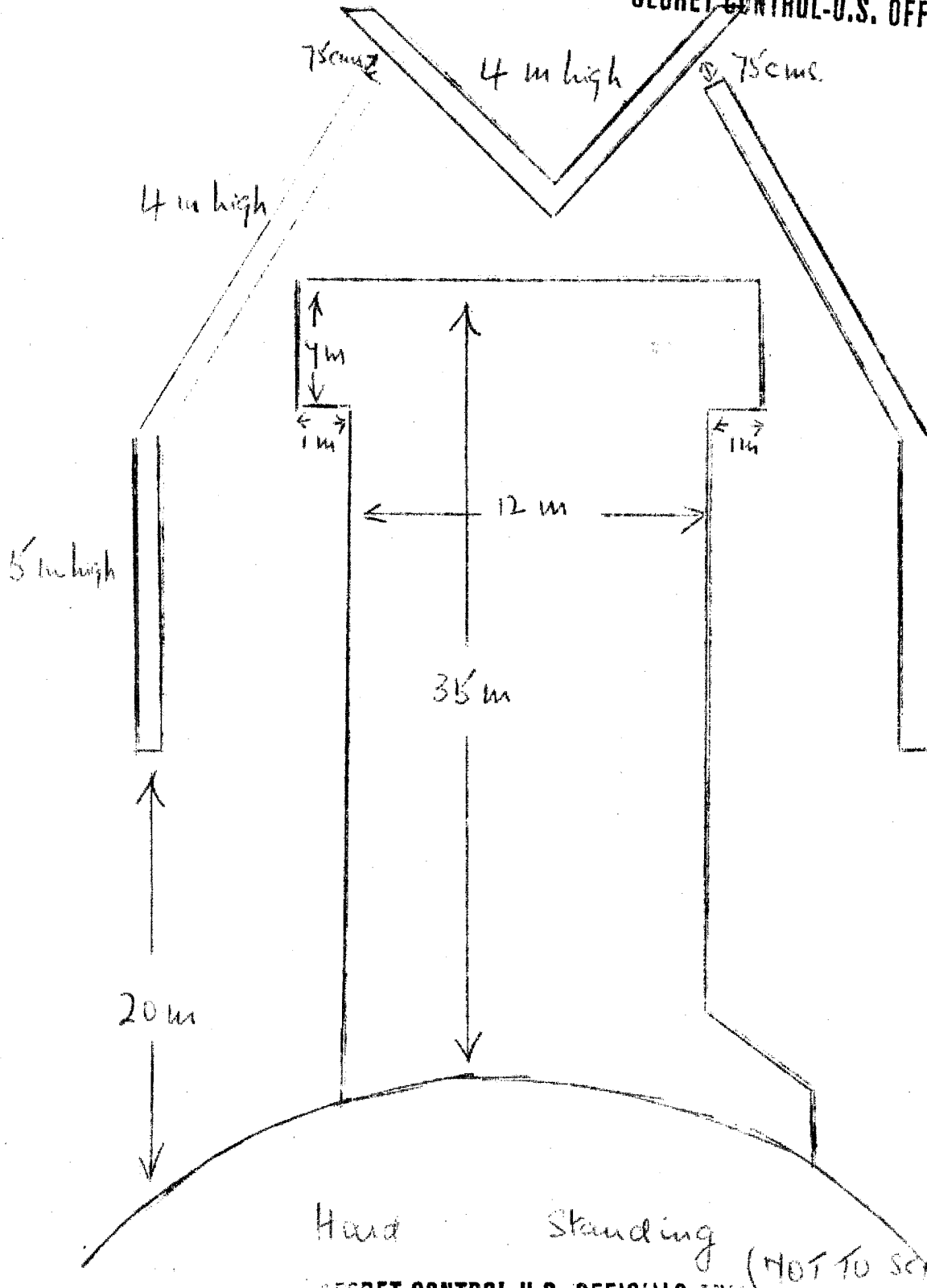
22. A load of bombs was observed [ ] The bombs were estimated to be 80 cms long and 30/40 cms wide. They were metallic grey in colour and had four fins.

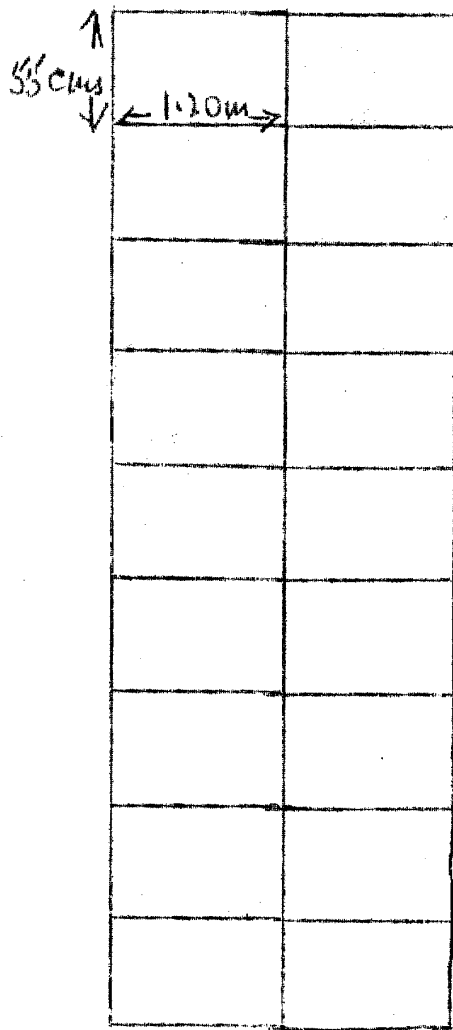
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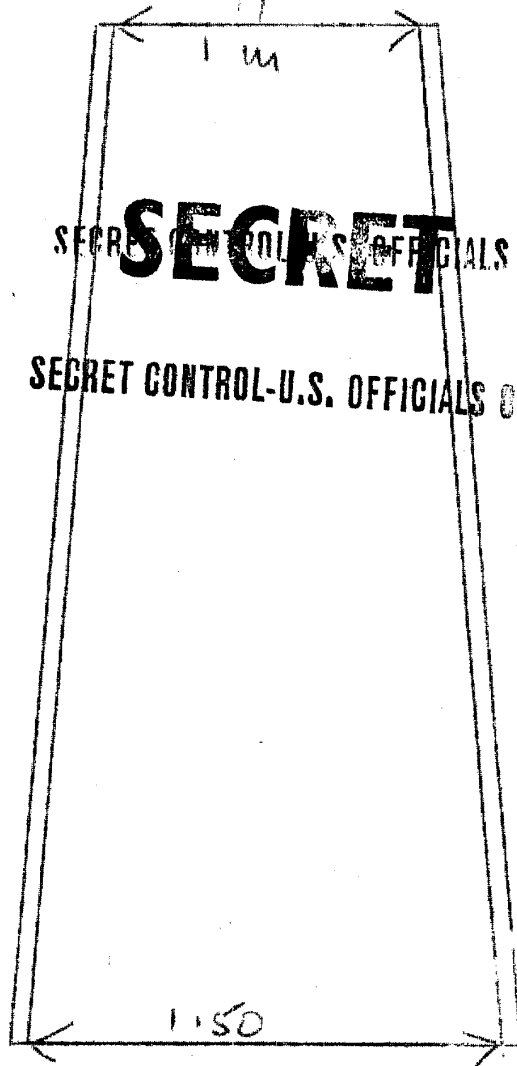
Appendix 'A'AIRCRAFT SHELTER

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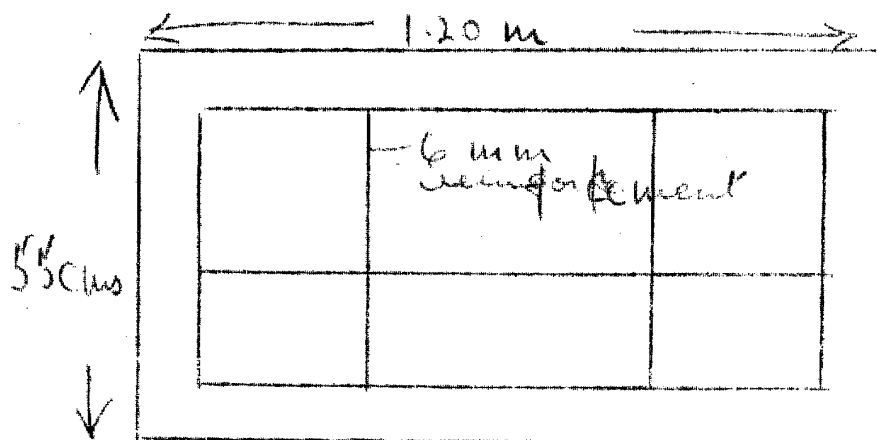




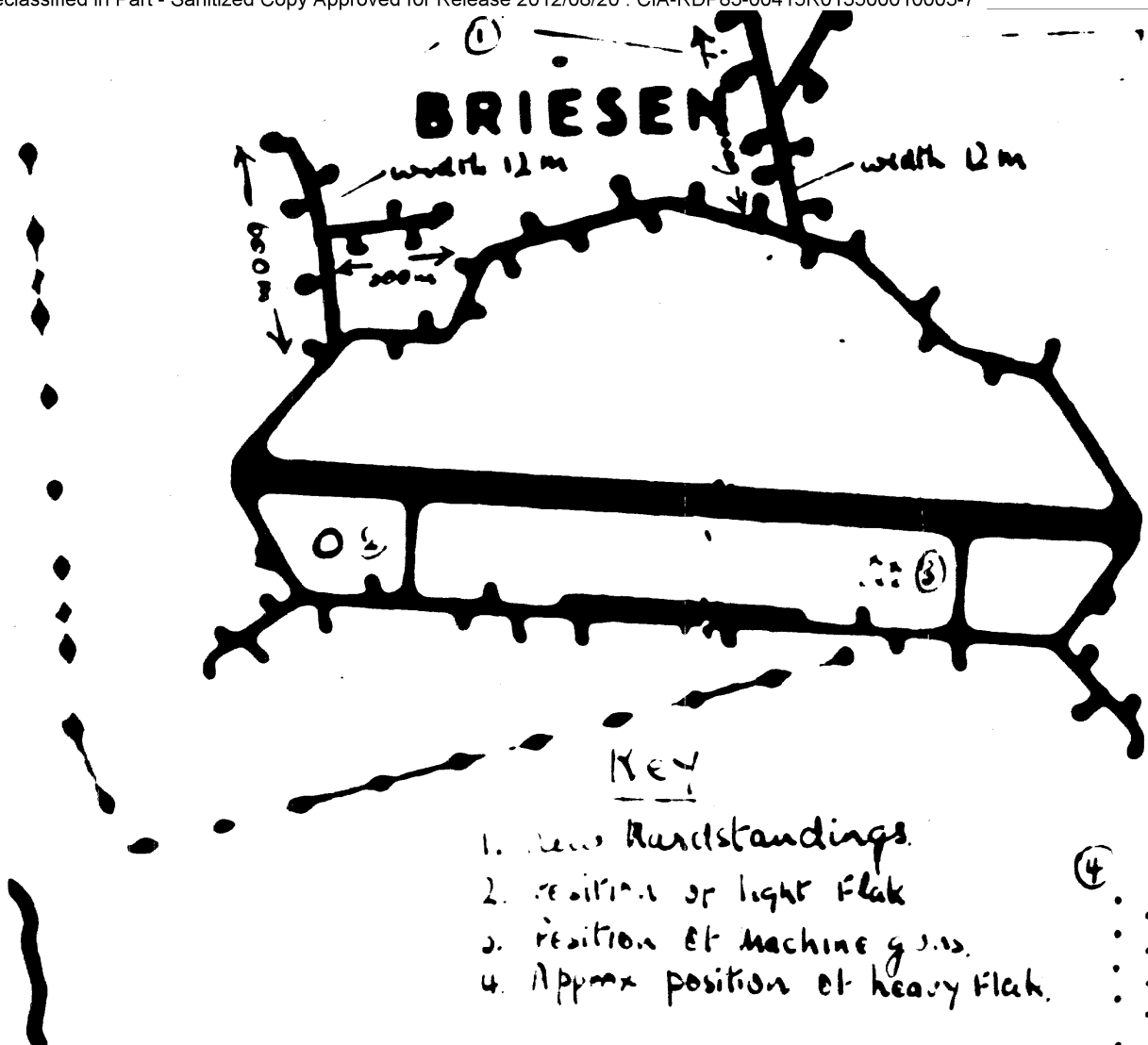
## concrete slab construction of blast wall



End section of wall



concrete slab.



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